

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 9, 2005 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: November 15, 2005 – Lake Ontario Room,
3rd Floor Michigan Library and Historical Center, 11:00 AM

CONTRACTS

1. STATE OF MICHIGAN

ADMINISTRATIVE BOARD RESOLUTION (2005-2)

OF

MAY 1, 1979

(As amended on December 2, 1980; April 7, 1981;
August 18, 1981; May 15, 1984; April 7, 1987;
December 15, 1987; January 5, 1988; May 2, 1989;
September 13, 1996; July 3, 2001; January 18, 2005 and **November 15, 2005**)

DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MAINTENANCE CONTRACTS

WHEREAS, pursuant to MCL 17.3 and MCL 250.62, the State Administrative Board adopted a resolution on May 1, 1979 to establish certain procedures to be followed in connection with contracts of the Michigan Department of Transportation (Department) for railroad projects and for the construction, improvement, and maintenance of state trunk line highways; and

WHEREAS, that resolution has been modified several times, the last revision having been made by the State Administrative Board January 18, 2005; and

WHEREAS, it is in the public interest to again modify the resolution to eliminate the mandate for retention funds, allowing the Department to use retention funds or other contractual controls at its discretion; and, to make additional revisions and editorial clarifications;

THEREFORE, BE IT RESOLVED by the State Administrative Board of the State of Michigan (Board) as follows:

1. The Department, without obtaining the approval of this Board, in connection with any construction, improvement, or maintenance contract, may contract for extra work or labor, or both, not exceeding \$48,000.00 per contract for contracts having a value of \$800,000.00 or less and not exceeding 6% per contract for contracts having a value over \$800,000.00 under a contract

with a private agency authorized by law, and for an amount not exceeding \$800,000.00 under a contract with Boards of County Road Commissioners, Township Boards, and Municipalities of this State, except that each job for extra or additional work or labor, or both, in excess of \$100,000.00 shall require approval of the State Administrative Board.

2. Pursuant to applicable Public Acts, the Department, without obtaining the approval of this Board, is authorized to contract for an amount not exceeding \$25,000.00 for each contract for toilet vault cleaning, use of licensed sanitary landfills, pickup and disposal of refuse, pavement surfacing and patching, rental of equipment for emergency repairs and maintenance operations, curb replacement, maintenance of office equipment, installation of utility services and installation of traffic control devices and, without such approval, may authorize Boards of County Road Commissioners, Township Boards, and Municipalities, under contracts for the maintenance of trunkline highways, to subcontract in amounts not to exceed \$25,000.00 for each subcontract;
3. All agreements by the Department to pay for extra work on either a negotiated price or force account basis in excess of the amounts shown in paragraph 1 must be approved by the Board, after having been approved by the Attorney General as being in compliance with all legal requirements.
4. No extra work which may cause an increase in the contract price in excess of the amount shown in paragraph 1 may be authorized by the Department without prior approval of the Attorney General, and Board, unless extra work costing not more than \$25,000.00 is authorized as necessary to avoid construction delays or increased costs.
5. Department authorizations for extra work, requiring Board approval, given prior to Board approval shall be presented to the Board for subsequent approval or disapproval as quickly as possible, but in no case more than 60 days after the extra work has been authorized by the Department.
6. The Department shall not pay nor agree to pay any disputed claim for extra compensation for work already commenced or completed without approval of the Board.
7. No payments for extra work requiring Board approval shall be made until such Board approval has been obtained.
8. The Department is authorized to balance budgets for extra work recommendations or authorizations previously approved by the Board, by decreasing, in any amount, or increasing, not in excess of 15 percent, the original estimated amount without additional approval by this Board.
9. No payments for increased contract quantities shall be made by the Department unless and until the Board has given prior approval for such payments, except that payments for overruns may be made without Board approval if such payments do not exceed the following per cent of the original contract price: 10 percent on contracts of \$50,000.00 or more; 15 percent on contracts of \$25,000.00 to \$49,999.99; and 25 percent on contracts of less than \$25,000.00.
10. The Department shall assess damages against any contractor who fails to have the job open to traffic or completed by the dates specified in the contract unless the contractor has been excused for such failure by the Department. The Department may, without approval of the Board, extend the time for opening to traffic or completion of the contract because of delays from unforeseen causes beyond the control and without the fault or negligence of the contractor, including and restricted to: acts of God; acts of public enemy; acts of Government, acts of the State or any

political subdivision thereof; fires; floods; epidemics; strikes; or extraordinary delays in delivery of materials.

No excusal or waiver of damages, except as above provided, shall be final and binding upon the State unless and until approved by the Board.

11. This resolution shall be made an express part of all construction, improvement, and maintenance contracts entered into by the Department, and the Department's standard and supplemental specifications shall be amended to reflect these requirements.
12. This resolution supercedes all prior versions of this resolution, effective January 1, 2006.

2. HIGHWAYS (Real Estate) – Resolution “A” (Railroad Sale to Local Municipality)
Sale RR-011-F, Item 1, Control Section 2804G3, Parcel 4J

The subject tract is located in the township of Garfield, Grand Traverse County, Michigan, and contains approximately 18,960 square feet. An appraisal was completed by Michael Tarnow, Northern Michigan Real Estate Consultants, an independent fee appraiser, on October 13, 2002, at \$33,000. The appraisal was reviewed by Ron Adams, Property Analyst, Excess Property Unit, on June 17, 2005, at the amount of \$34,500. During the appraisal review, a five percent adjustment was made for time. The appraised tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on June 17, 2005, for the amount of \$34,500. The tract is being conveyed with a 10-year reversionary clause restricting the property to public use. The Grand Traverse County Road Commission has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$6,900, which represents a 20 percent bid deposit. The property was determined to be excess by the Bureau of Multi-Modal Transportation Services.

\$34,500

Purpose/Business Case: The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of governments, or private parties. The sale or exchange of railroad property for other state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If railroad property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49684.

3. HIGHWAYS (Real Estate) – Resolution “B” (Railroad Sale to Local Municipality)
Sale RR-012-F, Item 1, Control Section 2804G1, Parcel 4I

The subject tract is located in the city of Traverse City, Grand Traverse County, Michigan, and contains approximately 18,960 square feet. An appraisal was completed by Michael Tarnow, Northern Michigan Real Estate Consultants, an independent fee appraiser, on October 8, 2002, at \$52,000. The appraisal was reviewed by Ron Adams, Property Analyst, Excess Property Unit, on June 2, 2005, at the amount of \$58,000. During the appraisal review, a five percent adjustment was made for time. The appraised tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on June 7, 2005, for the amount of \$58,000. The tract is being conveyed with a 10-year reversionary clause restricting the property to public use. The city of Traverse City has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$11,600, which represents a 20 percent bid deposit. The property was determined to be excess by the Bureau of Multi-Modal Transportation Services.

\$58,000

Purpose/Business Case: The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of governments, or private parties. The sale or exchange of railroad property for other state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If railroad property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49684.

4. HIGHWAYS (Real Estate) – Resolution “C” (Railroad Sale to Local Municipality)
Sale RR-013-F, Item 1, Control Section 2804G2, Parcel 2D

The subject tract is located in the city of Traverse City, Grand Traverse County, Michigan, and contains approximately 20,600 square feet. An appraisal was completed by Ron Adams, Property Analyst, Excess Property Unit, on September 9, 2005, at \$36,000. The appraised tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on September 9, 2005, at the amount of \$36,000. The tract is being conveyed with a 10-year reversionary clause restricting the property to public use. The Grand Traverse County Road Commission has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$7,200, which represents a 20 percent bid deposit. The property was determined to be excess by the Bureau of Multi-Modal Transportation Services.

\$36,000

Purpose/Business Case: The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of governments, or private parties. The sale or exchange of railroad property for other state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If railroad property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49684.

5. *HIGHWAYS - IDS Time Extension

Retroactive Amendatory Contract (2000-0199/A3) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z7), for which additional time is needed for the completion of bridge design work for the M-59/Adams Road interchange project in the city of Rochester Hills, Oakland County. (See following item.) The original contract, which expired on March 9, 2005, provided for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be March 9, 2000, through March 9, 2006. The maximum amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects under authorization (Z7). No new authorizations will be issued under this contract.

Benefit: Will allow the completion of work under authorization (Z7), the M-59/Adams Road interchange project in the city of Rochester Hills, Oakland County.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this amendatory contract is that it will necessitate the consultant stop all design work prior to the completion of the project. Should this occur, MDOT will be unable to complete the design as scheduled.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for the original IDS contract.

New Project Identification: Authorization (Z7) is for a new interchange at M-59/Adams Road. The existing interchange will be removed.

Zip Code: 48309.

6. HIGHWAYS - IDS Design Consultant Services

Retroactive Authorization Revision (Z7/R7) under Contract (2000-0199) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will retroactively extend the authorization term by one year to provide sufficient time for the consultant to complete the third phase of bridge design services. The first two phases of the project were completed, but the third phase was delayed because of budget constraints. The original authorization, which expired on March 9, 2005, provided for design services to be performed for all work related to the bridge design work for the Adams Road interchange project in the city of Rochester Hills, Oakland County. The revised authorization term will be July 17, 2002, through March 9, 2006. The authorization amount remains unchanged at \$752,665.18. The contract term will be March 9, 2000, through March 9, 2006. (See previous item.) Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term to provide sufficient time for the consultant to complete the design services. This project is separated into three phases due to budget constraints. This extension is necessary to allow the completion of the third phase of the bridge design services.

Benefit: Will allow completion of the third phase of the bridge design services, which will provide for the improvement of the capacity of the existing Adams Road interchange and improve access to the local roadway system.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the expiration date will necessitate that the consultant stop all design work prior to the completion of the project. Should this occur, MDOT will be unable to complete the design of the last phase as scheduled.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This project is for a new interchange at M-59/Adams Road in the city of Rochester Hills, Oakland County. The existing interchange will be removed.

Zip Code: 48309.

7. HIGHWAYS - IDS University Research Services

Authorization (Z8) under Contract (2003-0026) between MDOT and the University of Michigan will provide for research and analysis services to identify the economic benefits associated with alternative transportation investment decisions. The authorization will be in effect from the date of award through one year. The authorization amount will be \$89,458. The contract term is October 21, 2003, through October 21, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for research and analysis services to identify the economic benefits associated with alternative transportation investment decisions, i.e., preservation fixes vs. improve/expand fixes.

Benefit: This economic research will be used by transportation decision-makers to assess which investment strategies provide the greatest return on transportation investment for the citizens of Michigan and which types of investments will provide the greatest benefits for the state's economy.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This analysis has been requested by many different transportation stakeholders, including the Transportation Commission, the legislature, and Metropolitan Planning Organizations. It is intended that the results of this analysis will provide MDOT with another tool to assist in making future transportation investment decisions.

If this analysis is not completed, the public and key transportation stakeholders will continue to ask what economic impacts MDOT's transportation program could have on the State of Michigan.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48109.

8. HIGHWAYS - IDS University Research Services

Authorization Revision (Z10/R3) under Contract (2003-0063) between MDOT and Michigan Technological University (MTU) will extend the authorization term by six months to provide sufficient time for the university to complete the research services. The additional time is needed because the current time frame does not allow time for MDOT's management to be present to view MTU's required PowerPoint presentation. The original authorization provides for research services to be performed for Phase II of the Log Truck Study, in compliance with Section 363 of MDOT's FY 2004 Appropriations Act. The revised authorization term will be November 3, 2004, through June 1, 2006. The authorization amount remains unchanged at \$106,187.24. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization term by six months to allow MTU to make its presentation of the study results to MDOT.

Benefit: The PowerPoint presentation will best communicate the results of the original research study.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, MDOT will not have the opportunity to see the results of the original research study through the planned PowerPoint presentation.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49931.

9. HIGHWAYS - IDS University Research Services

Authorization (Z20) under Contract (2003-0063) between MDOT and Michigan Technological University will provide for research services to investigate the reasons for observed premature distress on some recently constructed concrete pavements. The distress is related to the pavement's material components, which is known as material-related distress (MRD). The authorization will be in effect from the date of award through three years. The authorization amount will be \$350,062.35. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To conduct research to investigate the reasons for observed premature distress on some recently constructed concrete pavements. The distress is related to the pavement's material components, which is known as MRD.

Benefit: The research will study both the cause and the appropriate remedy for the MRD problem. Premature distress, like MRD, rapidly declines the pavement's serviceability and longevity. With MRD, preservation methods are limited or non-effective, so expensive reconstruction becomes the only option.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this research is not performed, the further formation of MRD, similar to the subject pavements, is highly probable. Overall costs for maintaining a satisfactory service performance for these selective pavements will increase and less funds will be available for remaining pavement network needs.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49931.

10. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z15/R3) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for additional services to create a network that will coordinate with the current Intelligent Transportation Systems (ITS) expansion projects that are awaiting letting and increase the authorization amount by \$100,010.19. The projects were designed with improved technology that will reduce costs and provide a more compatible operating system with the current expansion project and the MITS Center. The original authorization provides for ITS redesign services on I-94 from Wyoming easterly to I-96 in the cities of Detroit and Dearborn, Wayne County (CS 84917 - JN 59195). The authorization term remains unchanged, December 18, 2003, through September 10, 2006. The revised authorization amount will be \$321,982.04. The contract term is September 10, 2003, through September 9, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide a network that will coordinate with the current ITS expansion projects that are awaiting letting. The projects were designed with improved technology that will reduce costs and provide a better operating compatible system with the current expansion project and the MITS Center.

Benefit: The system will be compatible throughout and will use improved technology with reduced costs for MDOT. The proposed project will be utilizing the same equipment as the expansion project and the revisions that are being done at the MITS Center.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the projects are not all coordinated and working on the same system they will not communicate with each other and be incompatible causing a failure in the system.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48075.

11. HIGHWAYS - Time Extension

Amendatory Contract (2004-0159/A2) between MDOT and Bergmann Associates will extend the contract term by one year to provide for the additional time necessary to complete the redesign of this project. The original contract provides for the design of M-14 from the Wayne County/Washtenaw County line to Sheldon Road, Plymouth Township, Wayne County. The revised contract term will be, March 26, 2004, through January 1, 2007. The contract amount remains unchanged at \$2,269,964.94. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the additional time necessary to complete the redesign of this project.
Benefit: Upon completion of this project we will have improved the condition and safety of this roadway. This reconstruction project will also reduce the long-term maintenance costs for this area.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: If the time is not allowed this project will not be completed and will jeopardize the safety of this roadway.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for amendment; qualifications-based for original contract.
New Project Identification: This is a rehabilitation project.
Zip Code: 48170.

12. HIGHWAYS - IDS ITS Consultant Services

Authorization (Z2) under Contract (2004-0377) between MDOT and the Center for Automotive Research (CAR) will provide for assistance in the development of strategic planning tools for Intelligent Transportation Systems (ITS) statewide (CS 84900 - 84858). The authorization will be in effect from the date of award through June 30, 2006. The authorization amount will be \$242,286.39. The contract term is August 4, 2004, through June 30, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for assistance from CAR in the development of strategic planning tools for ITS, and help Michigan maintain its place as a public leader in the area of Vehicle Infrastructure Integration (VII). In addition, CAR will facilitate the process of building relationships between MDOT and the major U.S. automakers in order to obtain an integrated, efficient transportation system that uses both public and private resources.
Benefit: A streamlined, focused approach for coordination of efforts between MDOT and the major automotive companies to keep the VII initiatives and test beds in Michigan and help Michigan to maintain its place as the automotive capital and a world leader for automotive/technology innovations.
Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: The risk of not authorizing this contract is that the automotive companies will move the VII initiative to other states, and Michigan may not retain its position as a national leader.
Cost Reduction: Costs are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated on needed services.
Selection: Sole source.
New Project Identification: This is not a new project.
Zip Code: 48108.

13. *HIGHWAYS – Increase Services and Amount

Amendatory Contract (2004-0808/A1) between MDOT and The Corradino Group of Michigan, Inc., will provide for the additional design services necessary to prepare the Draft Environmental Impact Statement (DEIS) and the early preliminary engineering services for a new Detroit River International Crossing located within the geographic area of the cities of Detroit, Ecorse, River Rouge, and Wyandotte, Wayne County, and increase the contract amount by \$2,832,655. The additional services are needed to provide for additional geotechnical analysis, public involvement, cultural analysis, and mapping, as well as the engagement of a governance specialist. The study limits extend from Belle Isle on the north, to the I-94 corridor on the west, to Grosse Isle on the south, to the Canadian border in the Detroit River. The original contract provides for the study for all work related to the Route Planning and Environmental Impact Statement through the Record of Decision (ROD) including all work related to the preparation of documentation to receive approvals under the United States National Environmental Policy Act (NEPA) and coordination of NEPA activities with the Canadian Environmental Assessment Act and the Ontario Environmental Assessment Act. The contract term remains unchanged, December 27, 2004, through July 1, 2008. The revised contract amount will be \$19,534,374. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the additional design services necessary to prepare the DEIS and the early preliminary engineering services for a new Detroit River International Crossing located within the geographic area of the cities of Detroit, Ecorse, River Rouge, and Wyandotte, Wayne County, and increase the contract amount by \$2,887,285. The additional services are needed to provide for additional geotechnical analysis, public involvement, cultural analysis, and mapping, as well as the engagement of a governance specialist.

Benefit: Will assure continuous services to provide for the additional design necessary to prepare the DEIS and early preliminary engineering services for a new Detroit River International Crossing. The Canada-U.S.-Ontario-Michigan Partnership has decided to pursue environmental clearance of a new crossing to meet future mobility needs.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the approval of this amendment MDOT will not be able to complete the Final EIS nor obtain the ROD, which will harm MDOT's commitment to our Canadian partners who are moving forward to begin the environmental clearance process.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new project/study to improve and or expand border crossing infrastructure in southeast Michigan.

Zip Code: 48202.

14. HIGHWAYS - Design Consultant Services

Authorization (Z13) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will provide for the performance of road design survey services for a photogrammetry supplemental survey along Lansing Road from the I-69 interchange to Guinea Road in Charlotte, Eaton County (CS 23012 - JN 75222C). The work items include the survey of hard surface areas, utility inventories, and establishment of legal alignment through two intersections for redesign. The authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$150,759.05. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of road design survey services for a photogrammetry supplemental survey along Lansing Road from the I-69 interchange to Guinea Road in Charlotte, Eaton County. The project length is approximately 9.57 miles and the existing pavement is in poor condition.

Benefit: Will improve the pavement ride, condition, and roadway safety.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This reconstruction project was selected based on the poor pavement condition. Not authorizing this project would result in a delay of the availability of the survey, a delay in starting the design, and a delay in the final plans for advertisement.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48813.

15. HIGHWAYS - IDS Construction Engineering Consultant Services

Authorization (Z1) under Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for construction engineering services assistance in the service area of the Port Huron Transportation Service Center (TSC) on an as-needed basis. The work items include providing all work related to the performance of various office technician duties. The authorization will be in effect from the date of award through June 21, 2008. The authorization amount will be \$169,945.82. The contract term is June 21, 2005, through June 21, 2008. Source of funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for a construction office technician for the Port Huron TSC on an as-needed basis. These services will support the delivery of MDOT's capital outlay programs in a timely manner.

Benefit: Will assist the Port Huron TSC construction engineers with the completion of construction paperwork tasks and related duties.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Lack of construction office technician support will lead to overall increased risks on construction projects as the construction engineers are spread too thin between construction projects, as well as the possible loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a not a new project.

Zip Code: 48060.

16. *HIGHWAYS - Construction Engineering Services

Contract (2005-0555) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services to be performed for the reconstruction of M-153 from Mercury Drive to Wyoming, including Greenfield Road over M-153, in the city of Dearborn, Wayne County (CS 82081 - JN 47066A, 51498A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finaling all project documentation. The contract will be in effect from the date of award through August 15, 2008. The contract amount will be \$1,768,786.04. Source of Funds: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, and 2.27% City of Dearborn (Act 51) Funds.

Purpose/Business Case: To provide for full construction engineering services to be performed for the reconstruction of M-153 from Mercury Drive to Wyoming, including Greenfield Road over M-153, in the city of Dearborn, Wayne County. This project is consistent with the Governor's goals to establish the preservation of existing MDOT transportation assets as a first priority. This roadway is over 50 years old, and at the end of its service life. This project includes reconstructing the existing roadway, with no widening, upgrading the majority of the storm sewers, separation of sanitary and storm sewers west of Greenfield Road, and replacing sections of water main. The project also includes the replacement of the bridge deck and beams for Greenfield Road over M-153, which is also at the end of its service life.

Benefit: Adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that all parts of the construction are up to current MDOT and federal standards.

Funding Source: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, and 2.27% City of Dearborn (Act 51) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing these services means the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in possible sub-standard work and a subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may also result in the loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48126.

17. *HIGHWAYS – Design Consultant Services

Contract (2006-0054) between MDOT and Wilcox Professional Services, LLC, will provide the design of the mill, resurface, and bridge reconstruction of three associated bridges (S01, S01-5, and S01-6) at the intersection of M-102 (8 Mile Road) and M-1 (Woodward Avenue), within the cities of Ferndale and Detroit, Oakland and Wayne Counties (CS 63051 – JNs 80533C and 80533D). The work items include the conversion and redesign from Metric to English of a previously designed project included as part of this new project, context sensitive design workshops, public involvement meetings, design competition, design surveys, design of project drainage, preparation of required plans, cross-sections, details, computation and verification of all plan quantities, preparation of traffic maintenance, and pavement marking and signing plans. The project length is approximately one mile. The contract will be in effect from the date of award through August 1, 2007. The contract amount will be \$1,397,555.82. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide the design of the mill, resurface, and bridge reconstruction of three associated bridges (S01, S01-5, and S01-6) at the intersection of M-102 (8 Mile Road) and M-1 (Woodward Avenue), within the cities of Ferndale and Detroit, Oakland and Wayne Counties (CS 63051 – JNs 80533C and 80533D).

Benefit: Will provide for an improved pavement ride, condition, and roadway safety. The project will also reduce the long-term maintenance costs for this area.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing/awarding this project could result in the need to develop an alternate repair method and additional maintenance resulting in higher overall costs. The condition of the bridges is such that further deferment of this work could present a safety issue.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is a rehabilitation project.

Zip Code: 48075.

18. HIGHWAYS - IDS Engineering Services

Contract (2006-0062) between MDOT and Testing Engineers & Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

19. *MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2004-0294/A1) between MDOT and the South Haven Area Regional Airport Authority (SHARAA) will add the rehabilitation of an apron and taxiway to the project and will increase the contract amount by \$276,761. The original contract provides for the rehabilitation and extension of runway 4/22 and for the extension of a parallel taxiway at the South Haven Area Regional Airport in South Haven, Michigan. The term of the contract remains unchanged, June 18, 2004, through June 17, 2024. The revised contract amount will be \$1,045,259. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$691,648	\$249,085	\$ 940,733
SHARAA Funds	<u>\$ 76,850</u>	<u>\$ 27,676</u>	<u>\$ 104,526</u>
Total	<u>\$768,498</u>	<u>\$276,761</u>	<u>\$1,045,259</u>

Purpose/Business Case: To provide for the rehabilitation of an apron and taxiway to the project and increase the amount by \$276,761, accordingly. This work was initially deleted from the project due to budget constraints of the airport. However, the final bids received for the project were lower than anticipated, which provided the additional funds necessary to complete all the work as originally planned.

Benefit: Will extend the useful life of the pavements.

Funding Source: State Restricted Aeronautics Funds - \$940,733; SHARAA Funds - \$104,526; Contract Total - \$1,045,259.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is that the additional work could not be completed at this time. SHARAA would be responsible for the additional costs. The airport cannot afford the additional cost without state participation.

Cost Reduction: The project was bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

*Denotes a non-standard contract/amendment

New Project Identification: This is an amendment to an existing project.
Zip Code: 49090.

20. *MULTI-MODAL (Aeronautics) - Increase Services and Amount

Amendatory Contract (2005-0227/A1) between MDOT and the Dickinson County Board of Commissioners will add the removal of unstable areas of exposed milled material, the replacement of the areas with bituminous surface course, and joint sealing filler for the apron to the project and will increase the contract amount by \$12,786. The original contract provides for the rehabilitation of the west general aviation apron and tie-down area at the Ford Airport in Iron Mountain, Michigan. The term of the contract remains unchanged, June 14, 2005, through June 13, 2025. The revised contract amount will be \$312,786. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$240,000	\$10,228	\$250,228
State Restricted Aeronautics Funds	\$ 52,500	\$ 2,238	\$ 54,738
Dickinson County Funds	\$ 7,500	\$ 320	\$ 7,820
Total	<u>\$300,000</u>	<u>\$12,786</u>	<u>\$312,786</u>

Purpose/Business Case: To provide for the removal of unstable areas of exposed milled material (which was discovered during construction), the replacement of the areas with bituminous surface course, and joint sealing filler for the apron to the project and to increase the amount by \$12,786, accordingly. The additional surface course is needed to meet final grades.

Benefit: Will extend the useful life of the pavements and enhance the safety of airport users.

Funding Source: Federal Aviation Administration (FAA) Funds - \$250,228; State Restricted Aeronautics Funds - \$54,738; Dickinson County Funds - \$7,820; Contract Total - \$312,786.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, the project work would not meet FAA requirements and specifications.

Cost Reduction: The project was bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 49801.

21. *MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2005-0533/A1) between MDOT and the City of Monroe will increase the contract amount by \$110,350 due to the availability of additional funding for the project. The original contract provides for the upgrade of the electrical system at the Monroe Custer Airport in Monroe, Michigan. The contract term remains unchanged, October 3, 2005, through October 2, 2025. The revised total contract amount will be \$562,500. Source of funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$361,720	\$ 88,280	\$450,000
State Restricted Aeronautics Funds	\$ 79,126	\$ 19,311	\$ 98,437
City of Monroe Funds	\$ 11,304	\$ 2,759	\$ 14,063
Total	<u>\$452,150</u>	<u>\$110,350</u>	<u>\$562,500</u>

Purpose/Business Case: The project includes upgrades to the electrical system at the Monroe Custer Airport. The bids received on the project were higher than anticipated. A determination was made to continue with the project but cut some of the work items so as to bring the project within budget. However, additional federal and state funding became available for the project so all the work items can now be completed as originally planned.

Benefit: Will provide the additional funding needed to complete the entire project.

Funding Source: Federal Aviation Administration Funds - \$450,000; State Restricted Aeronautics Funds - \$98,437; City of Monroe Funds - \$14,063; Contract Total - \$562,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not awarding the amendment is the loss of federal funds for this airport.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48161.

22. MULTI-MODAL (Aeronautics) - Design of T-Hangars

Contract (2006-0060) between MDOT and the City of Grand Ledge will provide federal and state grant funds for the design of t-hangars at the Abrams Municipal Airport in Grand Ledge, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$37,690. Source of Funds: FAA Funds (via block grant) - \$30,152; State Restricted Aeronautics Funds - \$6,595; City of Grand Ledge Funds - \$943.

Purpose/Business Case: To provide for the development of the engineering plans for the construction of t-hangars (10 units).

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$30,152; State Restricted Aeronautics Funds - \$6,595; City of Grand Ledge Funds - \$943; Contract Total - \$37,690.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48837.

23. MULTI-MODAL (Aeronautics) - Preliminary Engineering for Airport Improvements

Contract (2006-0061) between MDOT and the City of Hillsdale will provide federal and state grant funds for the preliminary engineering for the extension of runway 10/28 and runway safety area improvements at the Hillsdale Municipal Airport in Hillsdale, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$101,900. Source of Funds: FAA Funds (via block grant) - \$81,520; State Restricted Aeronautics Funds - \$17,832; City of Hillsdale Funds - \$2,548.

Purpose/Business Case: To provide for the development of the engineering plans for the extension of runway 10/28 and runway safety area improvements.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$81,520; State Restricted Aeronautics Funds - \$17,832; City of Hillsdale Funds - \$2,548; Contract Total - \$101,900.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49242.

24. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z29) issued under Master Planning Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels. The project will allow the local units of government to develop pavement maintenance strategies. The authorization will be in effect from October 1, 2005, through September 30, 2006. The authorization amount will be \$210,605. The term of the master agreement is October 1, 2002, through December 31, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

This project was incorrectly reported and approved as authorization (Z6) under Master Agreement (2006-0004) at the September 9, 2005 State Administrative Board.

Purpose/Business Case: In compliance with Title 23, Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide funding for MPO activities in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted amounts. The costs of projects are based on the budgeted amounts in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49503.

25. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2004-0022/A2) between MDOT and Central Michigan University will extend the contract term by nine months. The additional time is needed because numerous pieces of research equipment were stolen from the research locations. The result of this action caused a loss of data collected over several months and a delay of the project. The equipment was replaced under insurance, however the data collected was lost. The original contract provides for the development of predictive models for wildlife crossing sites along US-127 and I-75 in Michigan. The purpose of this project is to determine the effectiveness of existing underpasses or bridges to reduce vehicle-wildlife collisions. Predictive models will be developed to help direct potential future mitigation measures along highways at sites identified as important wildlife crossing locations. The revised contract term will be December 11, 2003, through September 30, 2006. The contract amount remains unchanged at \$135,943. Source of Funds: Federal Highway Administration Funds - \$108,754.40; State Restricted Trunkline Funds - \$27,188.60.

Purpose/Business Case: To provide for a time extension because numerous pieces of research equipment were stolen from the research locations. The result of this action caused a loss of data collected over several months and a delay in the project by nine months. This project provides for the development of predictive models for wildlife crossing sites along US-127 and I-75 in Michigan.

Benefit: Will provide additional time for this project to be completed.

Funding Source: Federal Highway Administration Funds - \$108,754.40; State Restricted Trunkline Funds - \$27,188.60.

Commitment Level: The project budget is estimated with actual costs not to exceed \$135,943.

Risk Assessment: If this extension is not approved, the project work cannot be completed. This could prevent MDOT from receiving useful information on determining the effectiveness of existing underpasses or bridges to reduce vehicle-wildlife collisions.

Cost Reduction: Costs are on an actual cost basis not to exceed the contract maximum amount.

Selection: N/A for amendment; this project is an enhancement project awarded to Central Michigan University.

New Project Identification: This is not a new project.

Zip Code: 48859.

26. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2005-0086/A1) between MDOT, on behalf of the Transportation Asset Management Council, and Cambridge Systematics, Inc., will extend the contract term by three months to provide sufficient time for the consultant to complete the project. The additional time is needed due to the Asset Management Council's schedule and their required review of the draft documents. The original contract provides for the development of an asset management training guide and instructional course for use by local road agencies. The revised contract term will be March 24, 2005, through March 31, 2006. The contract amount remains unchanged at \$200,000. Source of Funds: 100% State Restricted Michigan Transportation Funds.

Purpose/Business Case: To provide for an extension of the contract so the Asset Management Council can complete their review of the draft asset management training guide and instructional course.

Benefit: Will ensure completion of the necessary tools and procedures needed to instruct local road agencies on how to set up asset management programs for public roads within the State of Michigan.

Funding Source: 100% State Restricted Michigan Transportation Funds. These funds are dedicated from the legislature to the Asset Management Council.

Commitment Level: The contract cost is for a fixed amount not to exceed \$200,000.

Risk Assessment: If this extension is not approved, the Council will not have the adequate tools needed to instruct local agencies on the methods of asset management.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; sole source for original contract.
New Project Identification: This is not a new project.
Zip Code: 02140.

27-30. TRANSPORTATION PLANNING - Master Planning Agreement

The following project authorizations under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorizations will be in effect from date of award, through June 30, 2006. The term of the master agreement is from October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

	<u>Auth. No.</u>	<u>Urbanized Area</u>	<u>FHWA Funds</u>	<u>SEMCOG Funds</u>	<u>Total</u>
27.	2006-0009/Z5	Ann Arbor/Ypsilanti	\$ 288,062	\$ 63,877	\$ 351,939
28.	2006-0009/Z6	Port Huron	\$ 102,729	\$ 22,780	\$ 125,509
29.	2006-0009/Z7	Detroit	\$4,057,041	\$899,637	\$4,956,678
30.	2006-0009/Z8	Monroe/Toledo	\$ 63,326	\$ 14,043	\$ 77,369

Purpose/Business Case: In compliance with Title 23, Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide for funding for MPO activities in compliance with federal regulations.

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 81.85% Federal Highway Administration Funds and 18.15% SEMCOG Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 48226.

31. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z9) issued under Master Planning Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for assistance in the undertaking of transportation planning activities at the local and regional levels using FY 2006 funds. The authorization will be in effect from the date of award through June 30, 2006. The authorization amount will be \$1,468,527. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Purpose/Business Case: In compliance with Title 23, Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53, Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

Benefit: Will provide for funding for MPO activities in compliance with federal regulations. .

Funding Source: Dedicated federal funds that must be passed through per the federal regulations cited above to MPOs. 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted amounts. The costs of projects are based on the budgeted amount in the current UWP for the MPO, and the work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the inability to spend millions of dollars for transportation planning activities throughout the state.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 48226.

32. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z4) issued under Master Planning Agreement (2006-0013) between MDOT and the Central Upper Peninsula Planning & Development Commission for the collection of information on federal aid roads from road agencies and communities within the Bay Region to prepare one of the ten proposed regional nonmotorized maps for MDOT. Information will be collected to match the data fields in MDOT's Transportation Management System program. Bicycle and shared use trails will be identified and map information will include the availability of support facilities, major land uses (data), recreational areas, and major points of interest. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$37,400. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49829.

33. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z4) issued under Master Planning Agreement (2006-0014) between MDOT and the East Central Michigan Planning & Development Regional Commission for the collection of information on federal aid roads from road agencies and communities within the Bay Region to prepare one of the ten proposed regional nonmotorized maps for MDOT. Information will be collected to match the data fields in MDOT's Transportation Management System program. Bicycle and shared use trails will be identified and map information will include the availability of support facilities, major land uses (data), recreational areas, and major points of interest. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$42,500. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 48602.

34. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z6) issued under Master Planning Agreement (2006-0015) between MDOT and the Eastern Upper Peninsula Regional Planning & Development Commission for the collection of information on federal aid roads from road agencies and communities within the Bay Region to prepare one of the ten proposed regional nonmotorized maps for MDOT. Information will be collected to match the data fields in MDOT's Transportation Management System program. Bicycle and shared use trails will be identified and map information will include the availability of support facilities, major land uses (data), recreational areas, and major points of interest. The authorization will be in effect from the date of award through September 30, 2006. The authorization amount will be \$42,447. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The fourteen regional planning organizations (RPOs) are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The RPOs provide invaluable assistance to MDOT on a variety of local, regional, and statewide projects, such as data collection, project assistance and administration, and organization of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an on-going project for transportation planning administrative grants.

Zip Code: 49783.

*Denotes a non-standard contract/amendment

35. *TRANSPORTATION PLANNING - Phase III Model Development and Research
Contract (2006-0048) between MDOT and Cambridge Systematics, Inc., will provide for Phase III travel demand model development and activity/tour-based model research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
36. TRANSPORTATION PLANNING - Travel Demand Model Technical Assistance
Authorization (Z1) under Contract (2006-0048) between MDOT and Cambridge Systematics, Inc., will provide for technical assistance to MDOT's Statewide and Urban Travel Analysis (SUTA) Section in the development of new four-step travel demand models from the recently collected Michigan Travel Counts Household Travel Survey dataset. The authorization will be in effect from the date of award through December 31, 2006. The authorization amount will be \$84,970. The contract will be in effect from the date of award through three years. (See previous item.) Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Purpose/Business Case:** To provide for technical assistance to MDOT's SUTA Section in the development of new four-step travel demand models from the recently collected Michigan Travel Counts Household Travel Survey dataset. These models will be developed in TransCAD and used at the statewide, regional, Transportation Management Area/Metropolitan Planning Organization, and local level for activities such as long range planning, project development, and air quality analysis.
- Benefit:** Will develop travel demand models that use Michigan-specific data instead of national default data will improve the quality of the results from the models. These improved models would then be used in long-range planning, project development, and air quality activities with confidence that we are getting accurate and defensible results.
- Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
- Commitment Level:** This is a low bid contract based on fixed hourly rates.
- Risk Assessment:** Not authorizing this project could result in MDOT continuing to use current models based on national defaults. This could potentially risk some Metropolitan Planning Organization's, which would lead to decertification and a dramatic loss of federal funds.
- Cost Reduction:** The bid was awarded to the lowest bidder.
- Selection:** Qualifications-based/low-bid.
- New Project Identification:** This is a new project.
- Zip Codes:** 48909.
37. TRANSPORTATION PLANNING - Activity and Tour-Based Model Research
Authorization (Z2) under Contract (2006-0048) between MDOT and Cambridge Systematics, Inc., will provide for an analysis of the current developments and practices in activity and tour-based travel demand modeling from previous MDOT projects and make recommendations for future activity and/or tour-based model development. The authorization will be in effect from the date of award through March 31, 2007. The authorization amount will be \$36,126. The contract will be in effect from the date of award through three years. (See previous item.) Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for an analysis of the products from Phase I and II of the Model Improvement and Quality Program and investigate current developments and practices in activity and tour-based travel demand modeling, which will result in a recommendation on which area(s) should be considered for an activity and/or tour-based model, final model specifications, and a scope of services for Phase IIIc activity and/or tour-based model development.

Benefit: Will provide research and direction on the next generation of travel demand models. The Michigan Travel Counts dataset was collected so that MDOT could implement activity/tour-based models, if warranted.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: This is a low bid contract based on fixed hourly rates.

Risk Assessment: Not authorizing this project could result in MDOT proceeding in the wrong direction for activity/tour-based models.

Cost Reduction: The bid was awarded to the lowest bidder.

Selection: Qualifications-based/low-bid.

New Project Identification: This is a new project.

Zip Codes: 48909.

EXTRAS

38. **Extra 2005 - 134**

Control Section/Job Number: 25081-48543 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Ace Asphalt & Paving Co.
115 South Averill Avenue
Flint, MI 48506

Designed By: R.C. Associates, Inc.
Engineer's Estimate: \$1,183,577.74

Description of Project:

1.054 mi of hot mix asphalt cold milling and resurfacing, and intermittent curb and gutter replacement on M-21 from Miller Road to I-475 in the city of Flint, Genesee County.

Administrative Board Approval Date:	April 06, 2004	
Contract Date:	June 7, 2004	
Original Contract Amount:	\$1,171,400.95	
Total of Overruns/Changes (Approved to Date):	30,129.55	+ 2.57%
Total of Extras/Adjustments (Approved to Date):	84,044.00	+ 7.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>30,070.38</u>	<u>+ 2.57%</u>
Revised Total	<u>\$1,315,644.88</u>	+ 12.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.74% over the original budget for an **Authorized to Date Amount** of \$1,285,574.50.

Approval of this extra will place the authorized status of the contract 12.31% or \$144,243.93 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-03	4 r. 1	\$18,000.00	01/18/05

Contract Modification Number(s): 4 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Utility Structure, Temp Lowering	8.000 Ea @ \$340.00/Ea	\$2,720.00
Utility Structure Cover, Adj	11.000 Ea @ \$690.00/Ea	7,590.00
Dr Structure, Buried	1.000 Ea @ \$1,745.00/Ea	1,745.00
Pavt Mrkg, Type NR, Paint 4", White or Yellow, Temp	212.000 Ft @ \$0.50/Ft	106.00
Rem Spec Mrkg	695.500 Sft @ \$2.55/Sft	1,773.53
Embankment, LM (Guardrail Area)	28.000 Cyd @ \$30.00/Cyd	840.00
Hand Patching Special	26.000 Ton @ \$165.00/Ton	4,290.00
Terminal End Shoe, Type B	1.000 Ea @ \$250.00/Ea	250.00
Guardrail Anch, Bridge, Det T3	6.000 Ea @ \$1,495.00/Ea	8,970.00
Masonry and Conc Structure, Rem	6.730 Cyd @ \$145.00/Cyd	975.85
Tree, Rem, 6 inch to 18 inch	1.000 Ea @ \$810.00/Ea	810.00
Total		<u>\$30,070.38</u>

Reason(s) for Extra(s)/Adjustment(s):

The following extra work items were established on previous contract modifications: Utility Structure, Temp Lowering; Utility Structure Cover, Adj; Dr Structure, Buried; Pavt Mrkg, Type NR, Paint 4", White or Yellow, Temp; and Rem Spec Mrkg. These increases will adjust the previously authorized quantities to the final as-constructed quantities.

Special utility structures were discovered during construction operations. These structures were larger and of different construction than the typical drainage structure and required additional time and labor to temporarily lower, and then adjust the structure to final grade. Therefore, additional compensation for this work was negotiated. The extra cost for Utility Structure, Temp Lowering and Utility Structure Cover, Adj was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The contractor hit three buried manholes during the pavement cold milling operations. These manholes were not identified on the project plans and records do not exist showing their presence. The manhole impact caused damage and downtime to the cold milling operations. An extra cost to compensate the contractor for equipment repairs and downtime was negotiated. The cost for Dr Structure, Buried is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to paint temporary pavement markings per the maintaining traffic plan in all areas where existing pavement was to be removed or overlaid. This extra work item was inadvertently omitted from the original bid items during the design phase. The extra cost for Pavt Mrkg, Type NR, Paint 4", White or Yellow, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index and similar work on projects in this region.

The contractor was directed to remove a school legend and two traffic arrow pavement markings. These markings conflicted with the first stage of maintaining traffic, and a pay item to remove the markings was inadvertently omitted from the original bid items. The extra cost for Rem Spec Mrkg was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The following items are newly established extra work items.

A 500 foot section of guardrail was designed incorrectly. The height of the proposed guardrail had to be reduced per the standard plans, as the existing bridge railing was lower than the current bridge railing

standard. The project office had to re-design this section of guardrail to the current project standards. The new guardrail design required a guardrail anchorage ending, embankment material, removal of concrete and masonry, and the removal of a tree. The extra cost for Embankment, LM (Guardrail Area); Terminal End Shoe, Type B; Guardrail Anch, Bridge, Det T3; Masonry and Conc Structure, Rem; and Tree, Rem, 6 inch to 18 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index and similar work on projects in this region. The cost for this extra work will be partially offset by a future \$10,696.33 reduction in the original guardrail pay items.

Additional asphalt was necessary to fill in a one foot strip in front of the newly placed curb and gutter. This 500 foot long section was omitted in the original bid items and required hand work placement of asphalt. The extra cost for Hand Patching Special was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index and similar work in region projects.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.88%; City of Flint, 2.27%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48502.

39. **Extra 2005 - 135**

Control Section/Job Number:	47469-75334	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	South Hill Construction Company, Inc. 51490 Pontiac Trail Wixom, MI 48393	
Designed By:	Local Agency	
Engineer's Estimate:	\$2,793,883.05	
Description of Project:	1.58 mi of hot mix asphalt paving, earthwork, drainage work, tree removal, pavement removal, guardrail and wetland creation on Nine Mile Road from Rushon Road to Dixboro Road, in Green Oak Township, Livingston County.	

Administrative Board Approval Date:	June 7, 2005	
Contract Date:	June 14, 2005	
Original Contract Amount:	\$2,442,249.75	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>117,000.00</u>	<u>+ 4.79%</u>
Revised Total	<u>\$2,559,249.75</u>	+ 4.79%

Offset Information

Total Offsets This Request	(\$117,000.00)	- 4.79%
Net Revised Request	\$0.00	+ 0.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$2,442,249.75.

Approval of this extra will place the authorized status of the contract 4.79% or \$117,000.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Cofferdam, Left in Place, Modified	1.000 LS @ \$117,000.00/LS	<u>\$117,000.00</u>
Total		<u>\$117,000.00</u>

CM 1 Offset Information

Cofferdams, Left in Place (LS change)	<u>(\$117,000.00)</u>
Total	<u>(\$117,000.00)</u>

Net Revised CM 1 Request	<u>\$0.00</u>
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Total	\$117,000.00
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Reason(s) for Extra(s)/Adjustment(s):

The project plans depict the placement of cofferdam sheeting to a predetermined top elevation. The contractor requested to drive the cofferdam sheeting to the top elevation as noted in the plans in lieu of placement and cutting of the temporary sheeting. The placement method was preferred and approved by the local MDOT TSC office and approved by the project engineer as a zero dollar change. This extra work is completely offset by a \$117,000 reduction in the original bid item for Cofferdams, Left in Place. The extra cost for Cofferdam, Left in Place, Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid costs.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; Livingston County, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48178.

40. Extra 2005 - 136

Control Section/Job Number:	63459-53628	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Hubbell, Roth & Clark, Inc.	
Engineer's Estimate:	\$2,481,815.20	

Description of Project:

0.8 mi of concrete pavement widening and reconstruction from four (4) to five (5) lanes, curb and gutter, enclosed drainage, sidewalk and right turn lane extension on Maple Road from Eton Road to Coolidge Road and Westbound Maple Road at Coolidge Road in the city of Troy, Oakland County.

Administrative Board Approval Date:	July 2, 2002	
Contract Date:	July 30, 2002	
Original Contract Amount:	\$2,018,350.21	
Total of Overruns/Changes (Approved to Date):	(24,645.51)	- 1.22%
Total of Extras/Adjustments (Approved to Date):	120,895.15	+ 5.99%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>76,027.32</u>	<u>+ 3.77%</u>
Revised Total	<u>\$2,190,627.17</u>	+ 8.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.77% over the original budget for an **Authorized to Date Amount** of \$2,114,599.85.

Approval of this extra will place the authorized status of the contract 8.54% or \$172,276.96 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 12

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 12

Additional Restoration Work, Remove and Replace Dead Sod			\$16,698.73
Geotextile Stabilization	9,387.450 Syd @ \$1.95/Syd		18,305.53
Subgrade Undercutting, Type III, 6" Mod	878.250 Cyd @ \$32.76/Cyd		28,771.47
Subgrade Undercutting, Type III, 12" Mod	449.270 Cyd @ \$27.27/Cyd		<u>12,251.59</u>
Total			<u>\$76,027.32</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to remove dead sod adjacent to the north curb of Maple Road from Coolidge Road to the west limits of the project. The sodding work was initially completed per the project specifications and was accepted. The sod was damaged due to overspray of road salt and the harsh winter conditions. The contractor was directed to place seed and mulch in this area due to the continued exposure to roadway salt. The extra cost for Additional Restoration Work, Remove and Replace Dead Sod is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

The subgrade material was discovered to be unsuitable during construction operations. Furthermore, it was discovered that the amount of material providing cover to the existing utilities was very small. These conditions were present in various locations throughout the project limits. The contractor was directed to remove the poor soil, stabilize the road grade, and backfill with up to 12 inches of large aggregate material, depending on the existing condition. The extra cost for Geotextile Stabilization; Subgrade Undercutting, Type III, 6" Mod; and Subgrade Undercutting, Type III, 12" Mod was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The unit cost for the 6 inch undercut work was greater than the 12 inch undercut work due to space limitations, which required additional time and labor. The costs were deemed reasonable when compared with similar work on projects in this region. The extra cost for this work will be partially offset by a future \$31,894.50

reduction in the original pay item, Subgrade Undercutting, Type II. Reimbursement of extra cost will not be pursued with the local utilities, as the poor soil conditions were the primary reason for this work.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; City of Troy, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48084.

OVERRUN

41. **Overrun 2005 - 61**

Control Section/Job Number:	65041-75454A	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Snowden, Inc. P. O. Box 439 Escanaba, MI 49829	
Designed By:	MDOT	
Engineer's Estimate:	\$176,483.42	

Description of Project:

6.749 mi of partial depth concrete spall repair to fix the centerline joint on I-75 from Ogemaw/Arenac County line northerly to Cook Road in the city of West Branch, in Horton Township, Ogemaw County.

Administrative Board Approval Date: April 6, 2004
Contract Date: May 3, 2004

Original Contract Amount:	\$149,961.61	
Total of Overruns/Changes (Approved to Date):	14,996.16	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	(5,400.00)	- 3.60%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>2,668.00</u>	+ <u>1.78%</u>
Revised Total	<u>\$162,225.77</u>	+ 8.18%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.40% over the original budget for an **Authorized to Date Amount** of \$159,557.77.

Approval of this overrun will place the authorized status of the contract 8.18% or \$12,264.16 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increase to the contract:

Concrete Joint Repair, Case A	184.000 Ft @ \$14.50/Ft	<u>\$2,668.00</u>
Total		<u>\$2,668.00</u>

Reason(s) for Overrun(s):

The project roadway was severely cracked and deteriorated. The project engineer determined that the original bid item Concrete Joint Repair, Case A, should be increased to make repairs according to the project scope and limits.

The work item Concrete Joint Repair, Case A is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48661.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director